

"What gets measured gets done."



Process Improvement

Commit to Performance Improvement

Manage Process Performance

Implement New Process

Sponsor

Design New Process

Select and Scope Process

Analyze Current Process



Managing Process Performance

What is important?



Measuring what matters

To whom is it important? Customer focus



How well are we doing?



Celebrate successes, fix problems; accountable

Is it worth it?



Biggest "bang for the buck"



Measures

Process (efficient, effective)

- Time to complete environmental studies and documentation
 - Agency coordination (multi-faceted, proactive, responsive, innovative)

Products (quality, quantity, outcomes)

- Replacement/enhancement of natural resource impacts
 - Incorporation of community values



Implementing Permit Process Improvement

Implementation Plan (~30 teams)

Environmental Measurement Team (w/charter)



- Team Established
 - Greg Thorpe, Sponsor, (DENR)
 (Member of DOT-DENR-COE Sponsorship team)
 - Kari Barsness, Facilitator, (DENR)
 - Nina Szlosberg, Team Leader, DOT
 - Team Members: Randy Turner (DOT), Dave Henderson (DOT), Charles Bruton (DOT), Scott McLendon (COE), John Dorney (DWQ), Ron Ferrell (WRC), Boyd DeVane (DENR), Julie Hunkins (DOT), Maryellen Haggard (WRC), Scott Pohlman (Natural Heritage), Cathy Brittingham (DENR), Fritz Rohde (Marine Fisheries), Cynthia Van Der Wiele (DENR)



Project Mission Statement (DRAFT)

Develop measures to gauge the effectiveness of North Carolina's transportation programs in increasing environmental protection and overall environmental system conditions



Opportunity/Problem Statement:

Measurements have not been developed and analyzed to determine the effectiveness of the NEPA/404 MERGER 01 Process in contributing to the overall success of protecting and improving environmental conditions



Process Description:

To evaluate success, it is necessary to develop measures to determine how effectively a process functions and to what degree it supports the Department's mission outcomes.



- Criteria (DRAFT)
 - Each measure should have an operational definition that is readily understandable by employees supporting the process.
 - Can you maintain reasonable control/influence over the measure?



Criteria (DRAFT)

- Is the measure useful to whoever can act on it?
- Is the data obtainable?
- Does it tell how we are doing with the process and desired environmental outcomes?



First Step: Customer Input

- Internal and External Customers
 - Internal Customers:
 - DOT, DWQ, COE, FHWA, Marine Fisheries, etc.
 - External Customers
 - General Assembly, Media, Private Enterprise, Advocacy Groups, Commerce, Universities, etc.

Environmental Expectations of Transportation Projects

| CUSTOMER VALUES STRUCTURE Customer Needs Assessment | Value % | Performance | Score | Gap |
|--|---------|-------------|-------|-----|
| Fish stocks, habitats/water quality and fisherman are not negatively affected by a given project | 20 | | | |
| The net result of a project results in a net improvement of fisheries | 20 | | | |
| Projects must incorporate environmental values from the beginning | 25 | | | |
| Environmental agencies be involved with projects from the initial concept | 20 | | | |
| Mitigation should include correction of existing detrimental projects | 15 | | | |
| Totals | 100% | | | |



Internal DOT Customers

- Highways:
 - Pre-Construction, Maintenance, Roadway & Bridge Design, Construction, Operations, Secondary Roads
- Transit:
 - Rail, Public Transportation, Ferry
- Environment, Planning and Local Government:
 - Human Environment, Statewide Planning,
 - Program Development, Project Development



Timeframe

- Team Launch: December 2001
- Monthly Team Meetings
 - -Interim assignments
 - -Interim conference calls
- Measurement Document ready for review
 - -June 2002

Process Performance

 "If you don't measure, you can't tell success from failure"

 "If you can't see success, you can't reward it"

 If you can't see failure, you can't correct it"